



Association of Bay Area Governments
Bay Area Air Quality Management District
Metropolitan Transportation Commission

Joint Policy Committee

PLANNING RESOURCES

Transportation/Land-Use Planning

Tool or Topic: **Corridor Planning**AuthorOrganizationPublishedFormatTitle: Baltimore Pike Corridor Revitalization Assessment: Building a Case for
Community and Economic Redevelopment

Bell

Delaware Valley Regional Planning Commission 11/1/2001 Book

[#http://www.dvrpc.org/data/pubs/abstract/01027.htm#](http://www.dvrpc.org/data/pubs/abstract/01027.htm#)

Description:

The purpose of this assessment is to identify issues and conflicts within the corridor study area and build a case for the need of economic and community redevelopment along the corridor, which will help the study area municipalities obtain funding for such activities. To this end, DVRPC analyzed existing conditions and trends in the study area, conducted a land use analysis and aesthetic assessment, reviewed PennDOT's transportation enhancement project along Baltimore Pike and developed a vision, recommendations and implementation strategies to guide future revitalization efforts. Baltimore Pike Corridor Revitalization Assessment: Building a Case for Community and Economic Redevelopment presents the outcome of these efforts.

Tool or Topic: Corridor PlanningAuthorOrganizationPublishedFormat

Title: Horizons 2025 Implementation Municipal Tools and Techniques

Cilurso

Delaware Valley Regional Planning
Commission

4/1/2002

PDF file

<http://www.dvrpc.org/planning/community/MCDtools/pdf/ToolsAndTechniques.pdf#>

Description:

This brochure describes the variety of tools and techniques available to local governments to implement the region's long-range plan, Horizons 2025, prepared and adopted by the Delaware Valley Regional Planning Commission (DVRPC). The plan provides an integrated land use and transportation vision for the region's growth and development through the year 2025. Key policies of Horizons 2025 include:

- Revitalization of the region's core cities of Philadelphia, Camden, Trenton and Chester through maintenance and restoration of existing infrastructure systems, services, and capacity to support and attract new growth
- Stabilization of older townships, boroughs, and cities located throughout the region by maintaining or improving current infrastructure to support or enhance the social, economic, and physical character of these communities
- Growth Management of developing suburban communities by discouraging extensive growth and related infrastructure services and facilities outside designated growth areas and encouraging center-based planning and alternatives to conventional suburban design
- Preservation of farming and rural communities of the region by limiting the extension or development of major infrastructure systems in rural areas
- Conservation of sensitive natural areas and an open space network

Municipal governments have the primary authority and responsibility to implement these policies. This brochure is designed to introduce local officials and citizens to planning tools that may be useful in their communities.

The tools listed in this brochure are organized into several categories: Land Use, Economic Development, Natural Resource Preservation, Historic Preservation, Transportation, and Multi-Municipal Cooperation.

Tool descriptions include an overview of the use of the tool and an example of some of its benefits. Where appropriate, after the tool description, common local planning documents that will need to be amended or adopted are listed in italics.

Tool or Topic: **Corridor Planning**AuthorOrganizationPublishedFormatTitle: Inter-Municipal Cooperation: White Horse Pike Economic Development
and Land Use Assessment

Cilurso

Delaware Valley Regional Planning
Commission

8/1/2003

Book

[#http://www.dvrpc.org/data/pubs/abstract/03022.htm#](http://www.dvrpc.org/data/pubs/abstract/03022.htm#)

Description:

As part of a continual project to foster inter-municipal cooperation, the Delaware Valley Regional Planning Commission (DVRPC) with the support of the Camden County Planning Department and White Horse Pike Redevelopment Coalition conducted an economic development and land use assessment of the White Horse Pike from Barrington Borough to Clementon Borough. The purpose of this assessment is to examine the White Horse Pike in terms of economic redevelopment potential and to address issues such as aesthetics, traffic, and commercial revitalization strategies. This assessment will act as the first phase of the revitalization of the White Horse Pike, and the Coalition will continue to work together to implement the recommended strategies within this report.

Tool or Topic: **Corridor Planning**

Author

Organization

Published

Format

Title: Smart Growth Hall Of Fame 2001

Kramer

Colorado Sprawl Action Center

12/5/2001 PDF file

<http://www.environmentcolorado.org/reports/smartgrowth2001.pdf#>

Description:

Recognizes ten developments and planning decisions across Colorado that exhibit good growth management and smart growth principles. Displays a variety of growth management tools that are available to local governments and decision makers.

Tool or Topic: **Jobs-Housing Balance**AuthorOrganizationPublishedFormatTitle: Bridging The Gap: Closing The Mismatch Between Jobs And Workers In
The Delaware Valley

Seymour

Delaware Valley Regional Planning
Commission

10/1/1992 Book

[#http://www.dvrpc.org/asp-
files/pubs/PublicationAbstract.asp?pub_ID=92029#](http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=92029#)

Description:

This report explores the relationship between employment opportunities and the labor force of the Delaware Valley in terms of location and types of jobs available and the skills and characteristics of the existing and emerging labor force. A variety of initiatives are presented to address the jobs-workers mismatch, including training and educational programs, affordable housing efforts, and economic development policies to create new jobs.

Tool or Topic: **Jobs-Housing Balance**

Author

Organization

Published

Format

Title: Intrametropolitan Locational Patterns of People and Jobs: Which Government Interventions Make a Difference

Bollinger

Lincoln Institute of Land Policy

11/1/2000 PDF file

[#http://www.lincolnst.edu/pubs/pub-detail.asp?id=85#](http://www.lincolnst.edu/pubs/pub-detail.asp?id=85#)

Description:

State and local governments heavily intervene into urban land markets. There is growing interest in how these interventions affect the locations of people and jobs, because of concerns over urban sprawl and spatial mismatch between the locations of low-skilled workers and low-skilled jobs. Unfortunately, little evidence exists on these effects. This paper presents evidence on how a wide range of government interventions, as well as crime, alter the spatial distributions of population and employment within a metropolitan area. A unique panel database for census tracts within the Atlanta Region is used to estimate a dynamic adjustment model with fixed effects. Two variables are distinguished by their robust effects across the ten population and employment groups included in our data: whether there exists a limited access, divided highway in the tract and the total crime rate for the jurisdiction in which the tract is located.

Tool or Topic: **Parking Standards**

Author

Organization

Published

Format

Title: Curb Parking: The Ideal Source of Public Revenue

Shoup

Lincoln Institute of Land Policy

7/1/2002

PDF file

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=555#>

Description:

Urban planners have disastrously mismanaged the many miles of curb parking spaces that thread through every city of the world. Free or underpriced curb parking creates a classic commons problem, with many resulting pathologies. The "shortage" of curb parking creates demands for off-street parking requirements, which then distort the markets for both transportation and land. Fortunately, however, we can resolve this problem if we (1) charge market prices for curb parking; (2) return the revenue to finance neighborhood public improvements; and (3) remove off-street parking requirements.

The main research findings are:

1. Off-street parking requirements for office buildings in the CBD impose a cost of \$41 per square of office space. The average impact fee for all other public purposes combined is \$1.86 per square foot of office space, or only 5 percent of the cost imposed by off-street parking requirements.
2. The cost of meeting the typical requirements of 4 parking spaces per 1,000 square feet of office space increases the construction cost of the office space by 35 percent if the parking is above ground, and by 67 percent if below ground.
3. The cost of providing the required off-street parking is equivalent to a 38-percent in the general property tax rate.
4. Market-rate prices for curb parking can yield between 5-8 percent of the total land rent in a city.
5. Market-rate prices for curb parking can yield more revenue than the property tax in many neighborhoods.

Tool or Topic: **Transit-Oriented Development**

Author

Organization

Published

Format

Title: Commercial Rents and Transportation Improvements: The Case of Santa Clara County's Light Rail

Weinberger

Lincoln Institute of Land Policy

12/1/2000 PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=110#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=110#)

Description:

Disproportionate benefits or burdens from government projects often fall on individuals. In Santa Clara County, California, property owners sued the County claiming a burden due to the existence of the light rail. Looking at commercial property rents, this research tests several hedonic specifications to determine what effect the light rail has on property values; it compares transit and highway accessibility as determinants of rent; and it uses a series of hedonic indices to analyze effects over time.

Results indicate that, controlling for other factors, properties within a half mile of light rail stations command higher rents than other properties in the County. When controlling for highway access, it appears, because coverage is ubiquitous, there are no particular locational advantages associated with proximity to highway. Furthermore, as the transit system matured, greater benefits accrued to the proximate properties, but, in times of more intense general market pressure, the rent premium was dampened.

Tool or Topic: **Transit-Oriented Development**

Author

Organization

Published

Format

Title: Do Plans Matter?: Effects of Light Rail Plans on Land Values in Station Areas

Knaap

Lincoln Institute of Land Policy

11/1/1999 PDF file

<http://www.lincolnst.edu/pubs/pub-detail.asp?id=77#>

Description:

In 1998, Knaap, Hopkins, and Donaghy developed a model in which plans serve as a means by which local governments provide information to landowners and thereby increase social welfare. In this paper we adapted their model to the announcement of light rail plans for the Western corridor of the Portland, Oregon, metropolitan area. We found that land values near planned station locations rose following the announcement of station location plans. From these results we infer that plans can serve as a means of coordinating transportation and land use investments and that plans can indeed matter.

Tool or Topic: **Transit-Oriented Development**

Title: Horizons 2025 Implementation Municipal Tools and Techniques

Author

Cilurso

OrganizationDelaware Valley Regional Planning
CommissionPublished

4/1/2002

Format

PDF file

<http://www.dvrpc.org/planning/community/MCDtools/pdf/ToolsAndTechniques.pdf#>

Description:

This brochure describes the variety of tools and techniques available to local governments to implement the region's long-range plan, Horizons 2025, prepared and adopted by the Delaware Valley Regional Planning Commission (DVRPC). The plan provides an integrated land use and transportation vision for the region's growth and development through the year 2025. Key policies of Horizons 2025 include:

- Revitalization of the region's core cities of Philadelphia, Camden, Trenton and Chester through maintenance and restoration of existing infrastructure systems, services, and capacity to support and attract new growth
- Stabilization of older townships, boroughs, and cities located throughout the region by maintaining or improving current infrastructure to support or enhance the social, economic, and physical character of these communities
- Growth Management of developing suburban communities by discouraging extensive growth and related infrastructure services and facilities outside designated growth areas and encouraging center-based planning and alternatives to conventional suburban design
- Preservation of farming and rural communities of the region by limiting the extension or development of major infrastructure systems in rural areas
- Conservation of sensitive natural areas and an open space network

Municipal governments have the primary authority and responsibility to implement these policies. This brochure is designed to introduce local officials and citizens to planning tools that may be useful in their communities.

The tools listed in this brochure are organized into several categories: Land Use, Economic Development, Natural Resource Preservation, Historic Preservation, Transportation, and Multi-Municipal Cooperation.

Tool descriptions include an overview of the use of the tool and an example of some of its benefits. Where appropriate, after the tool description, common local planning documents that will need to be amended or adopted are listed in italics.

Tool or Topic: **Transit-Oriented Development**

Author

Organization

Published

Format

Title: New Regionalism: Building Livable Communities Across the Delaware Valley

Elkis

Delaware Valley Regional Planning Commission

7/1/1999

Book

[#http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=99008#](http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=99008#)

Description:

New Regionalism expands the concept of New Urbanism to include 1) limiting new development to designated growth areas, 2) fostering suburban development based on traditional neighborhood design principles, 3) encouraging infill development and urban revitalization, and 4) preserving an inter-connected regional open space network. This report explains key strategies and design principles for enhancing livability at both the neighborhood and regionwide scale, and presents local case studies of how various communities in the Delaware Valley are applying these principles to make themselves more livable.

Tool or Topic: **Transit-Oriented Development**

Author

Organization

Published

Format

Title: Smart Growth Hall Of Fame 2001

Kramer

Colorado Sprawl Action Center

12/5/2001 PDF file

<http://www.environmentcolorado.org/reports/smartgrowth2001.pdf#>

Description:

Recognizes ten developments and planning decisions across Colorado that exhibit good growth management and smart growth principles. Displays a variety of growth management tools that are available to local governments and decision makers.

Tool or Topic: **Transit-Oriented Development**

Author

Organization

Published

Format

Title: Smart Infill: Creating More Livable Communities in the Bay Area

Steinbach

Greenbelt Alliance

3/1/2002

PDF file

[#http://www.greenbelt.org/downloads/resources/report_smartinfill.pdf#](http://www.greenbelt.org/downloads/resources/report_smartinfill.pdf#)

Description:

This 72-page guidebook for civic leaders and local citizens shows how the region can achieve more livable communities and more sustainable development by developing underutilized land within existing urban areas. The report presents 12 key strategies to bring about well-planned infill housing and mixed-use development. These recommendations include zoning changes, design guidelines, public participation processes, revised parking requirements, and preparation of "Specific Plans" coordinating neighborhood revitalization.

In addition to providing a useful toolbox of strategies for smart infill, the guidebook features photos and case studies of successful infill throughout the Bay Area. In these examples, municipal action is already helping revitalize neighborhoods or entire cities and providing much-needed housing for people at different income levels.

Tool or Topic: **Transit-Oriented Development**

Author

Organization

Published

Format

Title: Transit Village Design In Burlington County

Morris

Delaware Valley Regional Planning
Commission

3/1/2002

Book

[#http://www.dvrpc.org/data/pubs/abstract/02013.htm#](http://www.dvrpc.org/data/pubs/abstract/02013.htm#)

Description:

In conjunction with the arrival of a new light rail transit system in Burlington County -- New Jersey Transit's Southern New Jersey Light Rail Transit System (SNJLRTS) -- this report recommends specific measures to encourage transit-oriented development (TOD) surrounding light rail stations. Eight communities along the 34-mile light rail line from Camden to Trenton are studied, including: Beverly/Edgewater Park, Burlington City, Delanco, Palmyra, Riverside, Riverton, and Roebling (Florence Township). Recommendations include zoning and master plan changes, identification of development opportunity areas, access improvements, and funding resources. Each town's demographics, land uses, transit-supportive uses, and real estate market are summarized. In addition, information on transit-oriented development principles, benefits and barriers is provided that can be applied to station area planning for any transit system.

Tool or Topic: **Transit-Oriented Development**

Author

Organization

Published

Format

Title: Transit-Oriented Development

Morris

Delaware Valley Regional Planning
Commission

Website

[#http://www.dvrpc.org/planning/community/protectiontools.htm#](http://www.dvrpc.org/planning/community/protectiontools.htm#)

Description:

Survey of benefits of and obstacles to transit-oriented development. Provides examples of opportunities

Tool or Topic: Transit-Oriented DevelopmentAuthorOrganizationPublishedFormat

Title: Transit-Oriented Development: Moving From Rhetoric To Reality

Belzer

The Brookings Institution

6/1/2002

PDF file

<http://www.brookings.edu/metro/publications/belzertodexsum.htm#>**Description:**

Intensive mixed-use development projects around transit stations, commonly known as transit-oriented development or TOD, have moved into the mainstream debate over metropolitan growth and development. Such projects are generally considered to have positive benefits in terms of economic development and transit ridership. However, this report finds that true, comprehensive TOD projects remain relatively scarce in this country and that often projects labeled "transit-oriented" are merely "transit-related," in that they do not take full advantage of their potential to also be environmentally sustainable and socially just. In order to reframe the debate, this paper offers an expanded definition of TOD that focuses primarily on functions and outcomes rather than on physical form and project configuration. It identifies challenges that must be addressed and offers policy recommendations to achieve optimal TOD projects.

Tool or Topic: **Transportation Planning**

Author

Organization

Published

Format

Title: Balanced Transportation: Achieving Congestion Relief and Meeting
Transportation Needs in Solano County

Steinbach

Greenbelt Alliance

6/1/2002

PDF file

<http://www.greenbelt.org/downloads/regions/solano-napa/balancedtransportation.pdf#>

Description:

Attributes congestion to sprawl. Recommends a balanced transportation plan

Tool or Topic: **Transportation Planning**

Author

Organization

Published

Format

Title: Colorado Sprawl Action Center's Growth Management Toolkit

Kramer

Colorado Sprawl Action Center

10/1/2001 Website

[#http://www.sprawlaction.org/toolkit#](http://www.sprawlaction.org/toolkit#)

Description:

Describes eleven tools used to guide and manage growth: comprehensive planning, impact fees, open space protection and funding, affordable housing, urban growth boundaries and contiguity, designing livable communities, incentives, intergovernmental agreements and regional planning, rural lands protection, public service concurrency, transportation planning. Each tool is described in terms of problem, solution, application and internet resources.

Tool or Topic: **Transportation Planning**

Author

Organization

Published

Format

Title: Do Highways Matter? Evidence and Policy Implications of Highways'
Influence on Metropolitan Development

Bournet

The Brookings Institution

8/1/2000

PDF file

[#http://www.brookings.edu/metro/boarnetexsum.htm#](http://www.brookings.edu/metro/boarnetexsum.htm#)

Description:

Growing concerns about traffic congestion and rapid suburban expansion (also known as sprawl) have reignited interest in the ways in which highway spending affects metropolitan growth patterns. This discussion paper extracts the best evidence to date on how highway investments distribute growth and economic activity across metropolitan areas. The paper also offers ideas on how transportation financing and policies can better respond to the various costs and benefits of highway projects in a region.

Tool or Topic: Transportation PlanningAuthorOrganizationPublishedFormat

Title: Horizons 2025 Implementation Municipal Tools and Techniques

Cilurso

Delaware Valley Regional Planning
Commission

4/1/2002

PDF file

<http://www.dvrpc.org/planning/community/MCDtools/pdf/ToolsAndTechniques.pdf#>

Description:

This brochure describes the variety of tools and techniques available to local governments to implement the region's long-range plan, Horizons 2025, prepared and adopted by the Delaware Valley Regional Planning Commission (DVRPC). The plan provides an integrated land use and transportation vision for the region's growth and development through the year 2025. Key policies of Horizons 2025 include:

- Revitalization of the region's core cities of Philadelphia, Camden, Trenton and Chester through maintenance and restoration of existing infrastructure systems, services, and capacity to support and attract new growth
- Stabilization of older townships, boroughs, and cities located throughout the region by maintaining or improving current infrastructure to support or enhance the social, economic, and physical character of these communities
- Growth Management of developing suburban communities by discouraging extensive growth and related infrastructure services and facilities outside designated growth areas and encouraging center-based planning and alternatives to conventional suburban design
- Preservation of farming and rural communities of the region by limiting the extension or development of major infrastructure systems in rural areas
- Conservation of sensitive natural areas and an open space network

Municipal governments have the primary authority and responsibility to implement these policies. This brochure is designed to introduce local officials and citizens to planning tools that may be useful in their communities.

The tools listed in this brochure are organized into several categories: Land Use, Economic Development, Natural Resource Preservation, Historic Preservation, Transportation, and Multi-Municipal Cooperation.

Tool descriptions include an overview of the use of the tool and an example of some of its benefits. Where appropriate, after the tool description, common local planning documents that will need to be amended or adopted are listed in italics.

Tool or Topic: **Transportation Planning**

Author

Organization

Published

Format

Title: Intrametropolitan Locational Patterns of People and Jobs: Which Government Interventions Make a Difference

Bollinger

Lincoln Institute of Land Policy

11/1/2000 PDF file

[#http://www.lincolnst.edu/pubs/pub-detail.asp?id=85#](http://www.lincolnst.edu/pubs/pub-detail.asp?id=85#)

Description:

State and local governments heavily intervene into urban land markets. There is growing interest in how these interventions affect the locations of people and jobs, because of concerns over urban sprawl and spatial mismatch between the locations of low-skilled workers and low-skilled jobs. Unfortunately, little evidence exists on these effects. This paper presents evidence on how a wide range of government interventions, as well as crime, alter the spatial distributions of population and employment within a metropolitan area. A unique panel database for census tracts within the Atlanta Region is used to estimate a dynamic adjustment model with fixed effects. Two variables are distinguished by their robust effects across the ten population and employment groups included in our data: whether there exists a limited access, divided highway in the tract and the total crime rate for the jurisdiction in which the tract is located.

Tool or Topic: **Transportation Planning**

Author

Organization

Published

Format

Title: Solano County Smart Growth Zones: Rewarding Cities that Plan for Livability

Steinbach

Greenbelt Alliance

5/1/2002

PDF file

http://www.greenbelt.org/downloads/regions/solano-napa/smart_growth_zone_prop.pdf#

Description:

This fact sheet elaborates on the "Reward Smart Growth Planning" element in the Transportation for a Livable Solano County recommendations

Tool or Topic: **Transportation Planning**

Author

Organization

Published

Format

Title: Still Stuck in Traffic: Coping with Peak-Hour Traffic Congestion

Downs

The Brookings Institution

1/1/2004

Book

[#http://www.brookings.edu/press/books/stillstuckintraffic.htm#](http://www.brookings.edu/press/books/stillstuckintraffic.htm#)

Description:

Congested roads waste commuters' time, cost them money, and degrade the environment. Most Americans agree that traffic congestion is the major problem in their communities—and it only seems to be getting worse.

In this revised and expanded edition of his landmark work *Stuck in Traffic*, Anthony Downs examines the benefits and costs of various anticongestion strategies. Drawing on a significant body of research by transportation experts and land-use planners, he counters environmentalists and road lobbyists alike by explaining why seemingly simple solutions, such as expanding public transit or expanding roads, have unintended consequences that cancel out their apparent advantages. He argues that while there might be some measurable gains from increasing housing densities, most other land-use strategies have little effect. Indeed, the most powerful solutions, including higher gasoline taxes, increased public funding for transit, and highway tolls, are also the least palatable politically.

Still Stuck in Traffic contains new material on the causes of congestion, its dynamics, and its relative incidence in various parts of the country. In clear and realistic terms, Downs seeks to explore why traffic congestion has become part of modern American life and how it can be kept under control.

Tool or Topic: **Transportation Planning**

Author

Organization

Published

Format

Title: The Impacts of Urban Form on Travel: A Critical Review

Crane

Lincoln Institute of Land Policy

3/1/1999

PDF file

[#http://www.lincolnst.edu/pubs/pub-detail.asp?id=62#](http://www.lincolnst.edu/pubs/pub-detail.asp?id=62#)

Description:

What is the scope for using land use and urban design to reduce automobile travel? This paper reviews the recent literature on how the built environment may or may not influence travel behavior. It begins with a short summary of urban spatial theory and other conceptual frameworks explicitly linking urban structure to travel. This is followed by work that uses data on actual behavior to examine and then test several hypotheses. The paper summarizes these studies at the same time that it critically evaluates their data, methods, and conclusions. It concludes that while research on this important set of topics is improving in several respects, our current understanding of these relationships remains poor. The rational basis for using land use and urban design to change travel behavior thus appears limited.

Tool or Topic: **Transportation Planning**

Author

Organization

Published

Format

Title: Toward a Bright Future: Updating Sonoma County's General Plan

Steinbach

Greenbelt Alliance

11/1/2004 PDF file

http://www.greenbelt.org/downloads/resources/SonomaGP/report_sonoma_gp.pdf#

Description:

The first comprehensive analysis of the update process since it began, this report recommends how to update Sonoma County's General Plan to deal with the county's projected growth of 130,000 people by 2025. Report addresses five critical issues for the plan: (1) preserving open space and wildlife habitat, (2) protecting farmlands and keeping local agriculture viable, (3) managing water and wastewater, (4) providing affordable housing, (5) providing transportation that works.

Cover downloaded separately at http://www.greenbelt.org/downloads/resources/SonomaGP/report_gpcover.pdf

Tool or Topic: **Transportation/Land-use Planning**

Author

Organization

Published

Format

Title: Linking Land Use and Transportation Planning: Case Studies of Successful Implementation

Seymour

Delaware Valley Regional Planning Commission

9/1/1994

Book

[#http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=94020#](http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=94020#)

Description:

This report provides case studies of ten planning tools which link land use and transportation planning. These tools are designed to be implemented at the local level. The study also presents the findings of a survey administered to the region's 353 municipalities, which indicates the type of planning tools used by municipalities.

Tool or Topic: **Transportation/Land-use Planning**

Author

Organization

Published

Format

Title: The Impacts of Urban Form on Travel: A Critical Review

Crane

Lincoln Institute of Land Policy

3/1/1999

PDF file

[#http://www.lincolnst.edu/pubs/pub-detail.asp?id=62#](http://www.lincolnst.edu/pubs/pub-detail.asp?id=62#)

Description:

What is the scope for using land use and urban design to reduce automobile travel? This paper reviews the recent literature on how the built environment may or may not influence travel behavior. It begins with a short summary of urban spatial theory and other conceptual frameworks explicitly linking urban structure to travel. This is followed by work that uses data on actual behavior to examine and then test several hypotheses. The paper summarizes these studies at the same time that it critically evaluates their data, methods, and conclusions. It concludes that while research on this important set of topics is improving in several respects, our current understanding of these relationships remains poor. The rational basis for using land use and urban design to change travel behavior thus appears limited.

Tool or Topic: **Transportation/Land-use Planning**

Title: Transportation & Community Development Initiative

Author

Seymour

Organization

Delaware Valley Regional Planning
Commission

Published

1/1/2004

Format

Website

<http://www.dvrpc.org/planning/tcdi.htm#>

Description:

Program similar to MTC's TLC